JUNE 2019



Chunky's Chatter

A light hearted and sometime irreverent monthly look at the world of Lotus



Inside this issue

- Ashtons notes from the early days of the Peking to Paris rally.
- Photos from Lotus 2019.
- Big report form SA on al the activities of the club there.

Club Lotus Australia
June 2019

This document is an official publication of Club Lotus Australia (NSW) Inc. and is published monthly. The Club is affiliated with the Confederation of Australian Motor Sport .

Contributions from members are most welcome however the club accepts no responsibility for the accuracy, reliability or opinion of any article or correspondence within the publication.

The Club's financial year begins on 1st January each year.

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COVER PHOTO. Ariel view of the Concourse at Lotus 2019

NSW General meetings are sometimes held on the Third Wednesday of each month. This month there will be no meeting but don't forget Tyre Kick & Coffee on Sunday 19th May
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CLA South Australian meets at The Colonial Car Park (Corner Cross Rd & Glen Osmond/Port Rush Rds. on the 1st Sunday of each month for a 2 hour run with coffee. Contact Michael Bennett: 16 Woorabinda Drive, Stirling SA 5152. Home: (08) 8339 2605, Email: bennett453@ozemail.com.au

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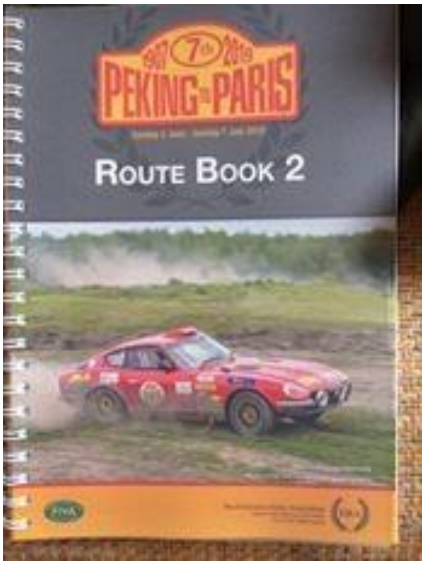
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Presidents Prattle
With Ashton Roskill



As Ashton mentioned previously, because of his competing on the Peking to Paris rally he is not able to prepare his normal Presidents Prattle so we bring you his concise daily reports as at the first week of June.

Day 0 update: Gidget is packed and fuelled (literally brimmed - the attendant was very patient with us as we had to dip the tanks to work out how much we needed to give him before he could dispense and everyone is now scrutineered and now relaxing (or in our case working out what to do with all the stuff we can't fit in the car .



Day 1 is lost for the moment

Day 2 (before I forget): we started early from Hohhot for a longish day to Erenhot; mostly tarmac with an entertaining but far too short sprint around a dirt track just out of Hohhot. Then mostly tarmac to Erenhot including a spirited chase up into the ski fields (yes really) behind an early 911 (car 67). Gidget acquitted herself well! Few photos as I have both hands on the wheel of course!

Day 3: Basically, this was spent getting across the border or getting lost. Or both. We were up at sparrows to get a line formed up at the border crossing for when it opened at 8am. We finally got out of the Mongolian side at 12.00. And the MTC for the day was still 200km away and we were due at 1.45. We would have made it except they turned the day into a transit. But threw in a quick navigation with some misleading instructions from one who will remain nameless, but it resulted in us driving unchallenged into an Air Force base, doing circle work to find the waypoint now the wrong side of barbed wire, and driving back to the gate to be met by three unimpressed gents with large sub machine guns! The rest of the run to our first camp at Ihkhet was uneventful if rather fast for my liking! I was knackered and dehydrated so as soon as my tent was up I was asleep! Obviously, no photos of the border or air force base although the spot tracker gave us away

Day 4: camp 1 to Ulaan Baatar. Later start than normal and a long day almost entirely on rough gravel meant we didn't get to UB until 7pm. But as it turns out that wasn't as late as some. The day comprised back to back tests and given we were in car-preservation mode, we accumulated a LOT of penalties. But apart from hitting an enormous rock with the rear cross member (which threw us up in the air and caused some excitement in the cockpit!) and a fuel leak resulting from a banjo being shaken loose, the car is in good order. Spanner and fluids checks today confirmed all is where it needs to be. She was a bit grumpy late in the day in traffic coming into Ulaan Baatar but then so was I, and I'm putting it down to altitude. She started first turn this morning so a small tweak should sort that out. Then we just need to work out how we further reduce weight. Sorry for the lack of photos..



Gidget, the Austin Healey that Ashton and Giles are competing in

Ashton

From the Editor Tom Devitt



Hi everyone and welcome to the June issue of Chunky's Chatter. Apologies for it being a bit late this month but I am still catching up with things (Can't blame Ashton this month).

Speaking of CLA President Ashton. He is currently competing in the Peking to Paris rally with his mate Giles. Therefore, there is no Presidents Prattle column this month, but I have collected entries from his Facebook page and published them in place of his column.

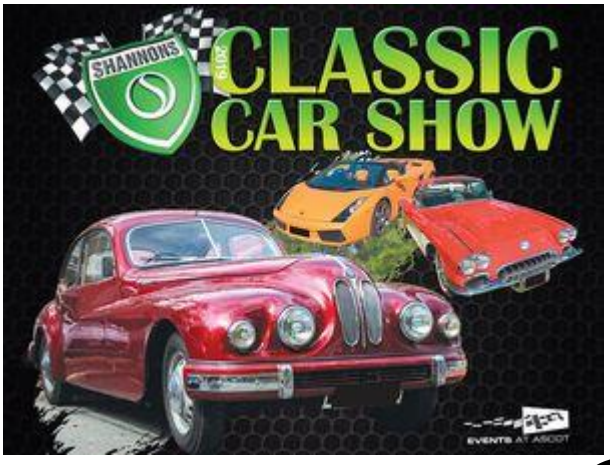
In the days when our skills included the ability to service our own car, a service manual was essential. If you couldn't get one from the manufacturer, there was always a Haynes Manual. They were named after the publisher John Harold Haynes. In 1956, when he was at school, Haynes wrote and published a book on building a 'special' based on the Austin 7. J. H. Haynes & Co. Limited was founded on 18 May 1960 and the first manual actually entitled "Haynes Owners Workshop Manual", for the Austin-Healey Sprite, was published in 1965. Whilst long retired from writing service manuals, John sadly passed away on 8 February 2019, aged 80

In May the motorsport world lost one of its last true heroes with the death of Niki Lauda. After an almost fatal accident in 1976 he climbed back in the cockpit and won another 2 World Championships. We have a look at this legend on page 15 of this newsletter

Closer to home Club Lotus Australia lost one of its most colourful members with the passing of Fred Vogel. Fred has been unwell for many years and only our older members would remember him but Brian Caldersmith has written a beautiful eulogy which he has permitted us to reprint (Page 17)

I know I promised a Lotus Lunch for July, but I simply have not had the time to even start looking for a venue, so we will postpone it until October

Sydney Shannons Classic is returning for this year on Sunday 18th August at Sydney MotorSport Park. As usual CLA Will be a feature so if you would like to display your car at the event please contact Evan for a ticket. There is only a limited number so don't delay, He needs a postal address and the car you want to display emailed to him at evanj@optusnet.com.au



And, another anniversary for this year. Fifty-five years ago, Jim Clark caused a major upset when he qualified his Lotus-Ford Indianapolis car with a best lap of 159.38 mph, shattering the previous lap record of 151.84 mph set by Parnelli Jones. Clark also broke the 160-mph barrier in unofficial testing runs. Unfortunately, during the race his left rear suspension collapsed, the treads on his Dunlop tyres had overheated and broken up causing a vicious imbalance that simply tore the suspension apart. (Clark earned $2100 for his various lead laps whilst race winner A.J. Foyt took home $153,650)

In closing, we got the sad news this week that Gwen Balfe wife of CLA member Graham Balfe had passed away. I am sure all members offer our sincere condolences to Grahame at this tragic time.

Tom

Quokka Talk -
Perth Hills Meander

It was a rare 'roof on' day for our April EMR, with grey clouds in the morning looking just threatening enough to preclude open-air motoring.

This month's EMR was coordinated and guided by Mike and Ellie Hamilton. Their last EMR, in October, had been one of the wettest we'd experienced, so they figured by moving to April there would be a much better chance of dry conditions. Ah well.

As it turned out we only had a couple of brief showers during the morning, which did nothing to spoil what was a thoroughly enjoyable run through a tight-knit maze of twisty bits up into the Perth hills.

A good turn-out of six Elise's, two Exige's, an Elan and an Alfa was present, and Mike's route was part familiar, part new but all fun!

After ascending the hill into Kalamunda, descending into Roleystone and ascending once again past Armadale, we peeled left into McNess Rd towards Canning Dam. This road is quite narrow, a bit rough at first, but then presents a series of bends with a gentle rollercoaster feel to them. Lots of fun tackled briskly, but one always has to be on the lookout for oncoming motorcycles.

A stop at Canning Dam for photos and were back on the road again. Mike had discovered a new estate with an interesting looking ring road, but we were delayed when one of the group went into auto-pilot and turned off McNess Road at a point where we often do turn, but hadn't today. The hilly country meant the following drivers were well out of two-way range by the time we realised they weren't with us, and the mobile coverage was patchy at best. The result was that we lost quite a bit of time trying to locate 'group 2' and arrange the reconnection.

Eventually, we all joined up again for the final stage before brunch. The last few clicks took in the orchard lands of Pickering Brook, Carmel and Walliston then leading back into Kalamunda where a long bench at the Embers restaurant awaited us.

Some great shots of Lotus 2019 courtesy of the Club Lotus Queensland website



Getting ready for the concourse



Ashton Roskill unloading his Lotus Eleven



The reception area at the Mantra Mooloolaba Resort and Lotus 2019 registration



The Recliners entertain the attendees at the gala dinner



All the hard work eventually paid off. The organising committee at the celebration Dinner on the final evening of the event



Hawaiian night at the Surf Club



Elisa Artioli guest of honour At Lotus 2019



Ariel view of the Lotus 2019 Concourse

Singer National Rally 2019

The Singer National Rally was held in Ballarat at Easter in the rather salubrious Hotel Mercure. You may wonder why I would attend such an event. Well, firstly, the usual jaunt I do at this time of the year on the RACV Fly the Flag Tour is no more so I opted for this tour because I used to own Singers way back before I realised they don't stop too well in panic conditions – not that I have too many of those!



Singer bantam with cock display

So we took off the day before Good Friday in the 1980 Ford XD and were purring along quite nicely until Bowral where there'd been an accident. We were held up for 1.5 hours which meant getting to Wangaratta (Wang) for our overnight stop at 6.20pm. It was conveniently situated 100 metres from The Golden Arches, Hungry J's and KFRat. Cooper was delighted.

Next day our TomTom took us on a terrible route on the main roads and consequently had to endure another traffic jam for cars heading out of Melbourne. Once at Ballarat, Micki and I recognized lots of people and cars including two I used to own, a Singer Gazelle and a Singer Vogue Mark 5. Both looked better than when I had owned them.

There were several Singer Le Mans (mainly 1934) and Henry Kalazich has a superbly restored one of these but unfortunately due to awful circumstances, Henry stayed at home. I used to own a very rare 6 cylinder model with chassis no 6. The car is still in NSW, Australia but very rarely seen. There was also a very rare 6 cylinder Tourer and I had one of these, with a slightly different body, for a while but I sold it to someone in UK.



Singer Le Mans show winner

The first evening was one for renewing acquaintances and making new friends, especially as it was Happy Hour with falling down liquid dispensed at half price.

On Saturday 28th April, we all took off to Creswick Woollen Mills where coffee was served from the back of a van. It was great coffee but took about 30 mins to queue up – but it was worth the wait especially for the delicious pastries on offer. Then we headed off to Cricket Willow near Daylesford. I never knew this place existed but they have been making First Class cricket bats for years. It was fascinating to hear and see how they were made. A Test Bat from Cricket Willow is worth about $650. Lunch was served in a bag and it was extremely tasty.

Then it was the Observation Run which we had won several times in previous years but we did not partake. That evening was an 80s theme for dress ups. My wig was appallingly long and a b... nuisance so I soon got rid of it and never saw it again. Cooper demonstrated how fantastic he is at break-dancing (brake-dancing?) He was in charge of the dance floor with his fast and tricky moves all learned from Fortnite.

On Sunday we had a display morning at Lake Wendouree where morning tea and lunch were served. A visit to the Eureka Centre was followed by the Rally Dinner where many deserving awards were handed out and the monster raffle took

place. Daryl Meek from the RACV gave a stimulating talk in regard to the historic car movement and his partner, Fiona, gave a wonderful historical presentation on a character known to have purchased a Singer in 1908.

On Monday we departed for Wangaratta for the night taking the cross country route which is far more interesting than batting up and down the freeways. On Tuesday we left at 7am to do the 652 kms back home. The XD ran like a charm all week and is most comfortable with aircon and leather seats.

Alastair Browne



And of course there is always a fancy dress party!





A couple of Singer models that have been owned by Alastair

CSCA Report: Round 3

Photos of the event

Run by the Jaguar Club








9

SA LOTUS TORQUE

An occasional contribution from our SA Correspondent

Images thanks to Andrew Stevens and Mark Tiddy

A MORNING AT ZAGAME!

No longer is that heading the exclusive province of the Victorian mob, with Glen Osmond Rd, Frewville now being the new home of Lotus Adelaide, and Zagame inviting the SA locals to kick off the May run with a tour of the dealership.



The back-parking lot at Zagame was full / A Stevens

We filled both their carparks and then some with an array of Lotus, from Mike Bennett's freshly rebuilt Series 3 Lotus 7 and Willa Wauchope's Europa, to Lotus newbie Simon Stone's freshly acquired Exige 410. The hospitality of Sue, Matt, Vince, and their team in providing coffee and pastries for the assembled horde, and to Vince for the tour of their magnificent service area, and responding to the many questions, was much appreciated.



Zagame's coffee lounge was popular / A Stevens

Well Of course, a few people couldn't resist having a peek at some of the less desirable cars in the showroom, but they soon tired of checking out the McLarens, Lamborghinis and Bentleys, and joined the rest of the group for a run in the hills and another dose of coffee. The Uraidla Bakery was all primed to receive us courtesy of Tony Heard's contacts, and the Lotus route took in Balhannah, Verdun and Bridgewater, ensuring that everyone got to properly enjoy the beautiful autumn weather.



Well—appointed service bays at Zagame Adelaide / A Stevens

CHECKING OUT THE BEND

With the exciting new track at Tailem Bend being a magnet for those with a penchant for speed, Friday 10th May saw a five of SA's finest running their Lotus at "The Bend".

This was more than a shakedown and opportunity to gain an unfair advantage over the Victorians when they visit in early June, with some pretty quick laps being run. It's an ideal Lotus track (aren't they all), and the contingent of David (Exige 240 Cup), Mark (V6 Exige), Willa (Europa),



Getting Ready to rumble at The Bend Motorsport Park / M Tiddy

Charles (SC Elise) and Scott (SC Elise) certainly enjoyed themselves. Rumour has it that Charles was quickest, with Mark exploiting his latest power upgrade to get fastest speed trap. For further details collar one of them at the next run.

The Bend has scheduled several open track days throughout the rest of the year.

WELCOME TO THE SA LOTUS CLAN

Welcome to two new Lotus owners in SA. Simon Stone joined us at Zagame with his freshly acquired Exige 410 that we're sure will soon be seen on a track near you. Adam Jackson has finally made good on his long-promised acquisition of his uncle Steve's S1 Elise, just as soon as Steve takes it for one last trip.

LOTUS 2019

Well done to Lotus Club Queensland for the running of Lotus 2019 based at Mooloolaba on the Sunshine Coast. Beautiful weather, great people, fantastic support from Lotus Brisbane, slick organisation and a wonderful collection of Lotus. It was great catching up with old friends, making new ones, and getting a welcome hug from special guest Elisa Artioli (I'm still unsure what I did to deserve it but thanks Winno!).

Happy motoring and I look forward to seeing you at the next run. After the diversion to Zagame for May, we'll revert to the Sikh Centre as our congregation point.

Andrew Stevens



Looks like a showroom in need of a Lotus sign / A Stevens

In Late May the Motor racing world lost one of its last hero's, Austrian Niki Lauda passed away peacefully aged 70

Niki Lauda, 3 times world champion, 2 of these championships after his horrendous crash at the German GP in 1976,recalled the moment to reporter Peter FitzSimons back in 1992.

"I was going down the straight at 280 kilometres per hour when something broke and I went straight into the wall and my car turned into a fireball and I was in there for 55 seconds at 800 degrees until they got me out and I was right on the point of death for days and I think I really did die once"

Today, the safety standards for both the drivers and the vehicles as well as the circuits are as best as they can be. The result is that the last Formula 1 circuit death was Ayrton Senna in 1994. But back in the 70's things were a little less certain. As Niki once recalled "I knew it was going to happen sometime and I'm glad I survived it. But you don't begin to race if you're not prepared for it to happen''



Niki Lauda and James Hunt in 1976. Hunt won the World Championship by 1 point from Lauda despite the latter's near death accident in Germany during the season.

After this crash Lauda made an amazing return and at Monza 6 weeks later, he was back in a racing car.

"I went out into practice that first day and first gear was OK, but when I changed into second gear, I nearly shit my pants, Really, I could not drive, I was just so scared". But persist he did, and on the second day there was a dramatic improvement in his performance and by Sunday, race day he was fourth in the grid, and even after a terrible start (he was 15th at Curva Grande) he fought his way back to finish fourth.

1n 1985 at Adelaide he competed in his last race. "I didn't want to race, just did it because it said so in my contract, and there was a BA flight leaving for Europe at about half way through the race, so I was praying my car would break down early and I could catch the plane. But the car didn't stop, and I saw all of the cars in front going so fast that their tyres were breaking up and suddenly, I'm in the lead. So, I thought I may as well win it, to hell with the plane. 8 laps before the end, I touched the brakes and the car turned left into the wall and I had a big smash and that was that"

Niki won the F1 drivers championship twice for Ferrari in 1976 and 1977 and in 1984 for McLaren. In fact he retired in 1979 to concentrate on setting up his own airline Lauda Air. But in 1982 a whopping AU$4.3 million offer from Mc Laren to return to the track lured him back and he won this third World Championship in 1984.

Surprisingly, when FitzSimons asked him if he had acquired some friends from his time in Fi, Niki replied "'None! Its just like that you're against one another on the track and off it. And even if you wanted to go and see another driver you couldn't, because your with Marlboro and he's with Camel…. Some guys you talk to like Piquet.. But they are not friends."

The result of the horrific crash in 1976 of course stayed with him all his life. He had 2 kidney transplants and in August 2018 a lung transplant. But all this was trying to keep a body working that had been once mortally wounded. His wife Birgit and twins Max and Mia told the Austrian Press Agency that he passed away peacefully on the 20th May.

It doesn't all have to be about Lotus does it? The Alfa Romeo Giulietta Super Sprint turns 60 this year

Sixty years ago, the first production version of the Giulietta Sprint Super Sprint was released to the motoring press at Monza Previously, the first prototype of the Giulietta SS was presented in 1957 at the Turin Motor Show. In the following year two more prototypes were presented in car shows, the first 101 cars produced had "low nose" and 750 SS designation. 100 cars minimum were needed to homologate a car in FIA regulations. While there were some all-aluminium cars produced, most of these cars had steel bodies with aluminium doors, engine bonnet and boot lid. Also first cars were equipped with Weber 40 DCO3 carburettors, later changed to 40 DCOE2. The drag coefficient of the Sprint Speciale was 0.28, the same as a Chevrolet Corvette (C6), and was not surpassed for more than twenty years The Giulietta used the 1,290 cc Alfa Romeo Twin Cam engine, with hemispheric combustion chambers and valves controlled directly by twin overhead camshafts.



An original Giulia sprint Special, the bigger brother of the Giulietta



Dash of 1961 Giulietta Super Sprint

When the car went into production changes included steel doors, Weber 40 DCOE2 carburetors, higher front nose, removal of plexiglas windows. Bumpers were fitted front and rear, also cars had some minimal soundproofing. With the 1290 cc engine and 100 hp (75 kW) of power the maximum speed was around 200 km/h (124 mph). The 1.3 litre engine and gearbox was the same as used in race oriented Giulietta Sprint Zagato. All Giuliettas SS had three-shoe drum brakes at front wheels and drum brakes at the rear. Export versions had 101.17 designation. Side badges had "Giulietta Sprint Speciale" script.

The bigger engine 1.6 L Giulia series replaced the Giulietta and was introduced at the March 1963 Geneva Motor Show. As Giulietta is the diminutive for Giulia in Italian, the new Giulia name was a wordplay hinting that the new car was a grown-up version of the Giulietta. In spite of a Giulia SS prototype, Alfa Romeo decided to retain the Giulietta-shaped SS in production. The 1,570cc engine made up to 200 km/h (120 mph) possible. The 1,570cc engine with Weber 40 DCOE2 carburetors was taken from Giulia Sprint Veloce and delivered 112 hp (84 kW) of power. Most Giulia SS had disc brakes at front wheels. An easy way to distinguish the Giulia SS from the Giulietta SS is by the dashboard. The Giulia has a leather underside with the glovebox at a different angle than the main fascia. The dashboard in the Giulietta is sloping and painted in one colour without a leather underside. Side badges carried "Giulia SS" scripts. Production ended in 1965, with a last single Sprint Speciale completed in 1966

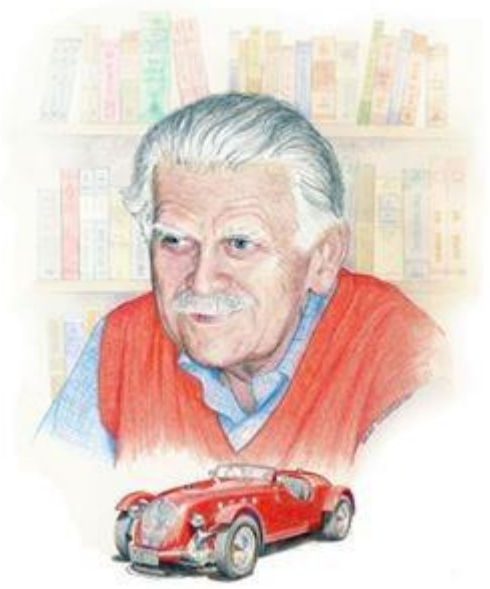
1,366 Giulietta Sprint Speciale and 1,400 Giulia Sprint Speciale were produced. 25 cars were converted to right hand drive by RuddSpeed for the UK Market.



CLA Member Ed Holly's recently acquires A 1959 Giulietta Sprint . An early member of the Giulietta family

Another irreplaceable member of Australian motorsport, Fred Vogel passed away on 2nd June this year

Sadly we have lost another of the stalwart characters of our sport. Fred Vogel passed away on 2nd June, just two days short of his 88th birthday.



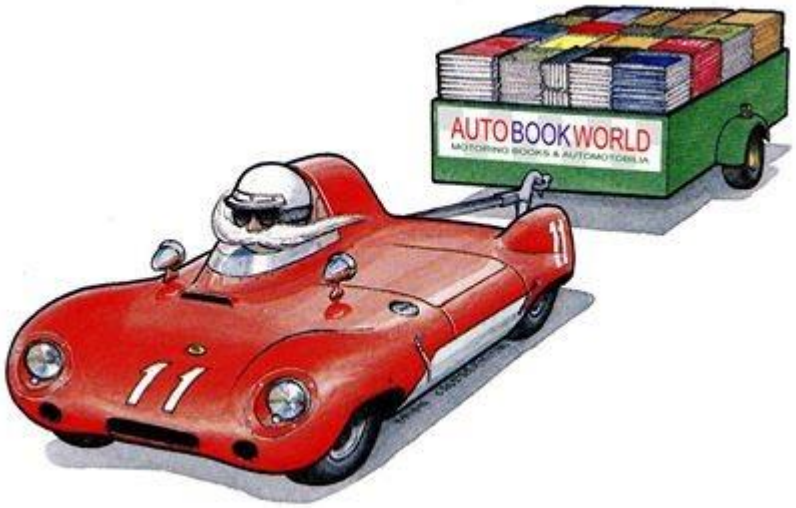
There are private funeral arrangements and there will be a gathering announced to commemorate Fred and his part in our lives.
Having survived both Nazi Labour Camps in Czechoslovakia and then the Communist invasion, Fred went on to do more things than many of us have read about. Working in a myriad of occupations, he was in raw skins and hides, feathers, professional ice hockey, Men's wear at David Jones, storeman, and tanker driver at CSR amongst lots of others.

Many will remember his coffee shop at North Sydney (which was a focal point for the North Shore Sporting Car Club), the Newport Pub and his many book shops. And if you have a motoring book, chances are that it came from one of his shops – or a shop to which Fred supplied wholesale.

His first car was a MG J2 when he was living in London which led on to many, many more. In Australia he started with a Morris Minor convertible then a Mk 4 Jaguar. As an active member of the Vintage Sports Car Club, North Shore Sporting Car Club, Australian Automobile Racing Club, Club Lotus Australia, Australian Racing Drivers Club and a founder of the Historic Sports and Racing Car Association (Member #4), Fred's exploits in his Formula Vee, beloved Silverstone Healey, the Lotus Eleven and 23 are well known.

His passing leaves a gap that is unfillable.

Brian Caldersmith



Answer to last months "Now who Said That?"



This months winner was Catherine Laws who correctly identified the quote as Mario Andretti.

Also my humble apologies to Evan Jones who identified the previous "Now who said that" as Frank Costin. Sorry Evan your correct-answer email got temporarily lost!



During his career, Andretti won the 1978 Formula One World Championship, four IndyCar titles and IROC VI. To date, he remains the only driver ever to win the Indianapolis 500 (1969), Daytona 500 (1967) and the Formula One World Championship,

Now, Who said that

A monthly quiz and OK you can use Wikipedia if you like! And remember there is now a mention of the originator of the quote, elsewhere in this newsletter!



This months quote is

I grew up together with my Silver S1 and we are inseparable. We like to go on road trips and now we are based in Munich next to some beautiful and curvy roads.

Winner announced July

And remember, the quoted person is mentioned somewhere in this newsletter!!

CLA NSW 2109 Diary

Month	Day Date	Event	Time	Location
June	8/06/2019 , 9/06/19	HSRCA	8.00am	SMSP (TBA)
	Sunday, 16 June 2019	Monthly get together, tyre kick & coffee	9.00 am	
	Saturday, 29 June 2019	CSCA AHOC Wakefield Rnd 4	8.00am	Wakefield Park Goulbourn
July	Thursday, 18 July 2019	Shannons Display Day	8.00am	Eastern Creek
	Sunday, 21 July 2019	Monthly get together, tyre kick & coffee	9.00 am	
August	Saturday, 17 August 2019	CSCA MOCA SMP Gardner / Brabham	8.00am	SMSP Gardiner or Brabham circuit
	Sunday, 18 August 2019	Monthly get together, tyre kick & coffee	9.00 am	
	Sunday, 18 August 2019	Shannons Classic	8.00am	SMsp
September	Saturday, 14 September 2019	CSCA MGCC SMP Druit Rnd 6	8.00am	SMSP Druit Circuit
	Sunday, 15 September 2019	Monthly get together, tyre kick & coffee	9.00 am	
	Sunday, 15 September 2019	All British Day	8.00am	The Kings School Parramatta
October	Sunday, 20 October 2019	Monthly get together, tyre kick & coffee	9.00 am	
	Saturday, 26 October 2019	Lotus Lunch	12.30pm	TBA
November	Sunday, 17 November 2019	Monthly get together, tyre kick & coffee	9.00 am	
	16,17/ 11/2019	HSRCA Wakefield 25th aniversary	8.00am	Wakefield Park
December		CLA Christmas Party		TPA

CLA SA 2019 Diary

Month	Day Date	Event	Time	Location
June	Saturday, 1 June 2019	Meet with NSW Group		
	Sunday, 2 June 2019	Sunday Run	9.00am	Sikh Centre carpark
July	Sunday, 7 July 2019	Sunday Run	9.00am	Sikh Centre carpark
August	Sunday, 4 August 2019	Sunday Run	9.00am	Sikh Centre carpark
September	Saturday, 7 September 2019	Sunday Run	9.00am	Sikh Centre carpark

For Sale

LOTUS SUPER 7 MK4



1978 Steel brothers NZ, built under official licence from Lotus UK. Could be one of the very last Lotus Mk4s built in the world.

The car was totally rebuilt in 1995 and has only covered 2,800 kms since. Features its original twin cam 1.5 litre engine, Spax adjustable shocks, Simmons three-piece wheels, Sierra five speed close ratio gearbox and brass button clutch. All in very good condition.

Fabulous to drive! I'm selling to fund the next purchase.

Bargain at $33,000 ONO. The car is currently on historic rego and is located in Bathurst NSW. Send Seth an email, and he'll put you in touch with Craig.

NORTH SHORE BEARINGS SEEKING SALES ASSISTANT

North Shore Bearings has reached out CLA as they're in need of a sales assistant and would like to find a motoring enthusiast to fill the role. If you're looking for a job and would like to work in the motoring industry, read on.

North Shore Bearings is a small bearing business located in Hornsby. They're looking for an employee with knowledge of motor parks to work as a sales assistant in sales and customer relations.

It's a full time position, available for an immediate start. Experience with bearings and seals is essential, as are good communication skills.

For more information contact Keiren on 0400 502 636 or accounts@northshorebearings.com.

For Sale

2003 lotus esprit v8 twin turbo

2003 lotus esprit v8 twin turbo , one of the last 6 right hand drive lotus esprits ever made , final edition with all the highest spec fittings lotus ever offered on the v8 esprit like AP racing front brakes , centre rear exhaust , latest dash , round rear tail lights etc, original condition, has never been damaged or resprayed everything is as it should be and in excellent working order with full up to date service history and extremely well maintained , It should go without saying , but everything works and operates 100 % as it should . please call or email to arrange and inspection and discuss the car.





$110000

Odometer 48262

Liam Ohalloran

Ph 0410 13 14 38



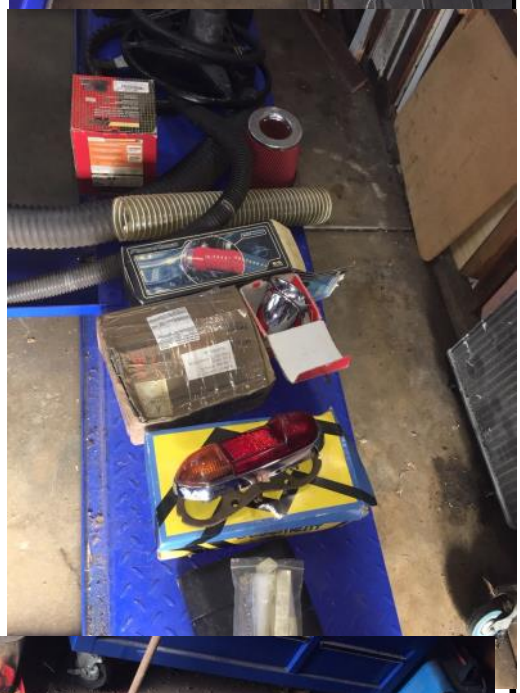
For Sale

Garage sale, Lotus Elan S3 (and some Mk 2 Cortina) parts.

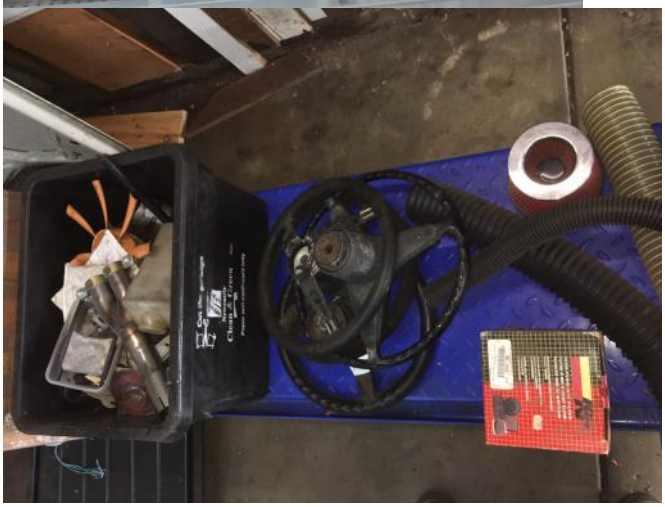


Now that the resto is complete and the car has a new home I have a large stash of surplus parts that I'd also like to find good (preferably Club) homes for.
Includes 711M block complete, lotus piston sets new and used, lotus crankshaft, other engine parts, clutches galore, surplus trimming material, fuel pumps, wheel bearings, steering wheels, lights, steering wheels, ducting and air cleaners etc etc.
If you don't see what you're after in the photos ask, there are boxes and boxes of this stuff. First in best dressed.
Happy to post anywhere or if you are Sydney based, feel free to drop by (Five Dock) and have a fossick and chat, I'll put the kettle on.
Special Club Lotus prices and 20% of proceeds, when tallied, to Beyond Blue
And as Frank says, Bundle and Save!
Robert Verhey
robertverhey@yahoo.com.au

Ph 0421313257



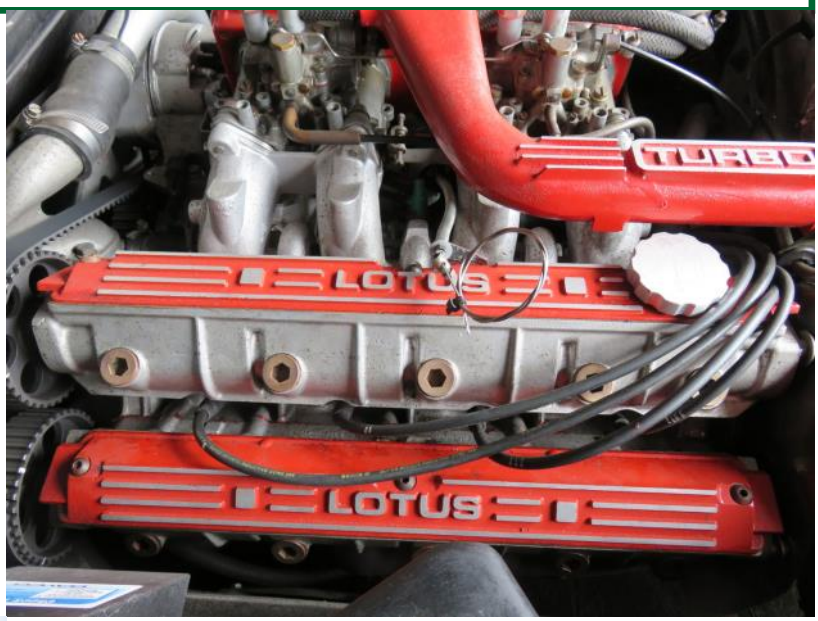






For Sale

1988 Lotus Esprit Turbo



I'm offering my baby for sale as I'm getting too old and broken to drive it for long enough distances to enjoy any more.

I would be lucky if it gets a run 5 times a year in recent times.

Purchased in 2015 from a Lotus Club member who imported the car to Australia in 2007 and subjected the car to a complete, meticulous, fully documented rebuild and professional respray.

After much jumping through hoops I was finally allowed to buy it from the owner, once we got the car back to Sydney the engine was removed, a new exhaust manifold was fitted, timing belt replaced, the cam carriers were removed and resealed, valve clearances adjusted where necessary and refitted, new engine mounts were fitted. Then it was off to the motor trimmers for new leather seats, head liner and centre console.



The car is in excellent condition mechanically and cosmetically, runs well and is kept in a lock up garage and is registered in NSW as an historic vehicle.

Sold with comprehensive documentation relating to all work completed.

I have the rear wing but never fitted it.

Rego expires 31-10-2019.

This car looks, sounds and drives brilliantly. Nothing to spend.

I am asking $60,000 but am open to reasonable offers.

Tony 0414 612 115



FOR SALE



1996 V8 Esprit, 3,5 Litre, twin turbo V8.
Originally delivered to Hong Kong.
Owner then took it to New Zealand and Australia. So it has never seen European salt roads.
Complete history files are available.
I bought it 4 years ago after an extensive search for an Esprit for 5 years.
Bought it with 39k on the clock, it now has 56,538km. So it is not just standing around. This supercar can be driven and is a pleasure and fun to drive.
This car suits a collector and driver. Not just one or the other!
Approx. 1,300 kg with 260KW makes for easy, and if you want fast, cruising.
Long trips include several to the Snowy Mountains, Melbourne and back and return trip from the National Lotus Concourse 2015 in the Barossa via SA coast, Great Ocean Road, Vic coast and up through the Snowy's back to Sydney.
Numerous drives up the Old Pacific Highway, Bathurst, Hunter, etc. I also have taken part in several Lotus Club drives over the years.
It has won the following awards:
2014 NSW Lotus Concourse d 'Elegance – First Place – Best Esprit
2015 National Lotus Concourse d 'Elegance – Barossa Valley – Winner – Lotus Classic Sports
2015 National Lotus Concourse d 'Elegance – Barossa Valley – Winner – Best Lotus Overall
2017 NSW Lotus Concourse d 'Elegance – First Place – Best Esprit
I also have the official Lotus Certificate of Vehicle Provenance.
Original Paint – Calypso Red – Lotus paint code B03. Original cabin trim and leather – Charcoal. Original body. Original Brembo front brake calliper's. Original equipment Oz wheels. Original Sunroof Alpine stereo with CD and USB
Work done last year in Melbourne by a company that has the required tools:
New fuel tanks, aluminium so no rust, As the engine was out anyway:, New clutch
New belts including cam belts, pulleys, etc. Fitted, Fly wheel resurfaced, Gear change kit
New water pump, Air conditioning refurbishment, New rear brake discs. Machined front discs, New braided clutch hose, New brake pads and brake fluid, New clutch master and slave cylinders, Suspension service with new bushes, shims, etc.
New oil, oil filter and air filter change
In January this year: 2 x New Michelin Pilot Power 3 rear tyres, 23 km old



All receipts available. Diverse range of spares.
Workshop manual
"Sports" exhaust fitted and comes with original. I like the sound!
This list is already too long and I have probably forgotten things.
If you have ever wanted an Esprit then this is the one to get!
Red is faster!
$ 93,969 ONO
Please see car sales for further photos
Robert Seiler 0447 683 118